

BRINGS HERRING FROM MAGDALENS

Sch. Meteor Here Today— Lot of Fish Down for the Splitters.

Gloucester had another good sized fleet of arrivals this morning, 10 fares being in port.

Sch. Etta Mildred arrived yesterday afternoon, having a salt fare of 50,000 pounds salt cod. Another good trip is that of sch. Pauline, Georges handling, with 48,000 pounds salt cod and 1000 weight halibut.

Down from Boston are schs. John Hays Hammond with her salt fare, and schs. Gladys and Nellie, Mary Edith, Hattie A. Heckman, Leonora Silveria, Virginia and the beam trawler Long Island, all with fresh fish to split.

Sch. Meteor from the Magdalene Islands has 1500 barrels salt herring for the Gorton-Pew Fisheries Company.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Etta Mildred, salt drifting, 50,000 lbs. salt cod.

Sch. Pauline, Georges handling, 48,000 lbs. salt cod, 1000 lbs. fresh halibut.

Sch. John Hays Hammond, via Boston, 18,000 lbs. salt cod.

Sch. Gladys and Nellie, via Boston, 35,000 lbs. fresh fish.

Sch. Mary Edith, via Boston, 35,000 lbs. fresh fish.

Sch. Hattie A. Heckman, via Boston, 30,000 lbs. fresh cod.

Str. Long Island, via Boston, 35,000 lbs. fresh fish.

Sch. Leonora Silveria, via Boston, 50,000 lbs. fresh fish.

Sch. Meteor, Magdalene Islands, 1500 bbls. salt herring.

Sch. Virginia, via Boston, 30,000 lbs. fresh fish.

Traps, 75 bbls. whiting.

Vessels Sailed.

Sch. Ralph Brown, shacking.

Str. Long Island, haddocking.

Sch. E. C. Hussey, fresh drifting.

Sch. Hortense, fresh drifting.

Str. Joanna, seining.

Str. Thelma, seining.

Sch. Rob Roy, seining.

Sch. Cavalier, halibuting.

Sch. Esther Gray, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5 per cwt.; medium, \$4.25; snappers, \$3.00.

Georges halibut, codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, \$4.50; medium, \$4; snappers, \$3.

Drift cod, large, \$4.75; medium, \$4. Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Haddock, \$2.50.

Hake, \$1.80.

Pollock, \$1.75.

Flitted halibut, 8 1-2c, 6c and 3c per lb.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.40; medium, \$2.05; snappers, 75c.

Eastern cod, large, \$2.25; medium, \$1.80; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.25.

Cusk, large, \$1.65; medium, \$1.20; snappers, 50c.

Pollock, \$1.10.

Small pollock, 75c per bbl.

Fresh halibut, 8c per lb. for white and 5c for gray.

Large shore herring, \$3 per bbl. for bait; \$2 to freezer; \$1.50 to salt.

Fresh mackerel, 11c per lb.

PRICES RULING LOWER TODAY

Even Fresh Mackerel Are Bringing Less Than Yesterday at New Pier.

Boston's list of arrivals was one better than at this port this morning, being one fresh mackerel fare and 10 groundfish trips.

Prices ruled low, even fresh mackerel selling much lower than the figure paid this time last year.

Wholesale dealers quoted \$2.75 to \$3.75 a hundred pounds for haddock, \$4 for large and \$1.75 to \$2 for market cod, \$1.50 to \$3.25 for hake, \$1.50 to \$1.75 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Ralph L. Hall, 8000 large fresh mackerel, 2000 medium, 200 bbls. salt mackerel.

Str. Ripple, 39,000 haddock, 2300 cod, 9500 lemon sole.

Str. Spray, 42,000 haddock, 2500 cod, 1000 hake, 4000 lemon sole, 1000 halibut.

Sch. Commonwealth, 18,000 haddock, 28,000 cod, 4000 pollock.

Sch. Annie Perry, 9000 haddock, 24,000 cod, 6000 pollock.

Sch. Philip P. Manter, 14,000 haddock, 21,000 cod, 4000 pollock.

Sch. Mary C. Santos, 47,000 haddock, 8000 cod, 1500 pollock.

Sch. Matchless, 8000 haddock, 39,000 cod, 4000 pollock.

Sch. Louisa R. Sylvia, 8000 haddock, 21,000 cod, 5000 pollock.

Sch. Eleonora DeCosta, 14,000 haddock, 35,000 cod.

Sch. Matthew S. Greer, 27,000 haddock, 14,000 cod, 3000 pollock.

Haddock, \$2.75 to \$3.75 per cwt.; large cod, \$4; market cod, \$1.75 to \$2; hake, \$1.50 to \$3.25; pollock, \$1.50 to \$1.75.

Sch. Fannie Hayden Sold.

The sch. Fannie Hayden of Portland, Me., has been purchased by Capt. W. A. Sweetser, who will place her in the general fishing service. The boat has been engaged in haddocking.

HERRING GO TO THE FREEZE

Monday was another busy day at Central wharf, Portland, nearly 100 barrels of herring having been packed at the two cold storage plants. A fleet of steamers as well as small craft brought in fish, and although fares were not as large as on Saturday the capacities of the storage houses were tasked to the limit in taking of the fish, the freezers in both plants being full Monday. As only 24 fish are required to freeze the fish they are removed to the other storage plant leaving the freezers ready for another supply. The Willard Cold Storage plant has a total capacity of 4,000 pounds of fish, and about one-half space will be devoted to herring while about one-half the capacity of the Portland Cold Storage Co., totals 2,000,000 pounds, will be devoted to the same purpose, the bulk of the space at each plant being reserved for the other varieties of fish.

Only a small portion of the herring which is now going into the freezers will be used for bait the greater part being reserved for food consumption. There is a great demand for the herring fish from Philadelphia, Chicago and other western cities, and the large houses as well as the smaller ones will profit from the heavy trade which is now being made. The land fishermen are receiving a barrel for the fish are making money. Herring are also being taken into Boothbay and shipped from there to Boston, 200 barrels being up on the steamer Monday.

Gone Out of Fishing.

One of Portland's best known fishing vessels has gone out of the business, the schooner Fannie Hayden having been sold to Capt. W. A. Sweetser of Stonington, Maine. Sweetser will use her as a packet schooner between Portland, Rockland and other ports. The Hayden registers 100 gross, was built at Bucksport, and for several years was used by local pilots engaged in handling transatlantic steamers coming to port. She is a very able craft.

New Maine Canneries.

Sardine packing will be the industry of the Seaside Cannery which has been organized at Seaside, Me., with \$50,000 capital stock for the purpose of canning and packing fish, berries, fruits and vegetables. N. Williams of Cutler is president, C. H. Small of Addison, treasurer. The Seacoast Canning Co. has been organized at Eastport for the purpose of acquiring and renting fishing boats and rights. The president is Wheeler C. Hawkes of Eastport.

Banker Home This Time Last Year.

A year ago yesterday, the first trawl/ banker of the season was here. She was sch. Athol, Thomas Benham and had 1000 pounds of salt cod.

JUNE 10.

Revenue from B. C. Fisheries.

According to the Daily Consular and Trade reports during the fiscal year ended March 31, 1914, the revenue of the Province of British Columbia from its fisheries and canneries aggregated \$31,025, and was derived from the following sources: Salmon canneries, 96, at \$100, \$9600; fish-packing establishments, including herring salt-eries fish cold storages, smokehouses, etc., 19, at \$100, \$1900; salmon purse-seine licenses, 45 at \$50, \$2250; salmon drag-seine license, 101, at \$25, \$2525; salmon gill-net licenses, 4600, at \$5, \$23,000; salmon trap licenses, 13 at \$25, \$325; royalty on trap-caught salmon at \$1 per thousand, \$1025.

It should be explained that in addition to this revenue by way of license fee, the Province imposes a tax of 4 cents per case upon all varieties of salmon canned, and a tax of 20 cents per hundredweight upon salted and mild-cured salmon. A further tax of 10 cents a ton is imposed upon fertilizer made from non-food fishes. The latter taxes are collected by the treasury department, and no digest of them for the year mentioned is yet available. Prior to the fiscal year just ended the only tax imposed was one of 2 cents a case upon canned salmon.

As stated in Daily Consular and Trade Reports for April 25, license fees are imposed by the Dominion Department of Fisheries additional to those quoted by the Province, these duplicating the Provincial fees except that the salmon cannery fee is \$50 and the trap-net fee \$75, while no royalty is charged upon trap-caught salmon. Trap sites are leased by the Province to the trap owner for terms of 21 years at an annual rental of \$100.

CANNOT BRING THEIR CATCHES IN HERE DIRECT

Newfoundland and Nova Scotia Fishing Crafts and Fish Freighters Strike Snag in Clearance and Entry Clauses of U. S. Navigation Laws—No "Masquerading" Will Be Permitted—Free Fish Clause of Tariff Law Will Be Affected—Deputy Collector McKenzie Gives Important Opinion.

The probable arrival here this season of the Nova Scotia and Newfoundland vessels, with cargoes of fish, has caused much discussion as to the rights and privileges of such vessels in American ports. Deputy Collector of Customs McKenzie has been asked to give his opinion, which is as follows:

Conditions are now different from those existing during the earlier period of free fish. At that time the treaty of Washington was in effect. That treaty provided that fish and fish of all kinds (except fish taken in inland lakes, and of the rivers and into them, and except fish preserved in oil), being the product of the fisheries of the United States, or the Dominion of Canada, or of the Province of Nova Scotia, or of the Dominion of Wales, shall be admitted into each country, respectively, on equal terms. The free admission of fish was reciprocal under the treaty. Liberal interpretations were made of the question, like the entry and clearance of Nova Scotia fishing vessels, when they arrived in this country, with a clearance from a foreign port. Even in those days a clearance was required.

The statutes of the United States have apparently enacted with a clear intent of preserving the American fisheries to American fishing vessels. It is like that of the British steamship Coquette at New York, March 1911, where it is the admitted intention to market the catch of a fish vessel in American ports without the payment of duty) have been held, by the Commissioner of Customs as not permissible. While it is not the practice of the Collector of Customs or of the Department at Washington to answer hypothetical questions, and while the

instructions to Deputy Collectors are to take no definite action when the question arises until all of the facts in each case have been submitted, I believe that I am correct in the impression that entry and clearance will be refused in cases like that of the Coquette, before mentioned, that a vessel which is without question a bona fide fish freighter is not different from other freighters; that a vessel assuming to be a freighter for the purpose of avoiding the navigation laws of the United States, for the purpose of marketing her catch in this country, would be refused entry.

I can definitely state that, pending the establishment of the rights and privileges of the vessels in question, they will be obliged to await entry until instructions shall be received in each case.

"It is possible that the Collector of Customs and the Commissioner of Navigation, as well as the Secretary of Commerce, may be glad to have such information, on both sides of the question, as vessel owners may be able to give them. It might assist them in arriving at a conclusion for the government of acceptance of entry and granting clearance to vessels which are, a part of the time or all of it, engaged in the fisheries of Nova Scotia and Newfoundland."

"Free Fish" Clause May Be Balked.

If the contentions as above stated, bearing upon the rights and privileges of foreign vessels in question are upheld, what is the effect of the new tariff bill, and its bearing upon the entry of fish free of duty? Will Nova Scotia and Newfoundland have gained all that was first supposed were theirs under the free fish clause of the Underwood tariff bill? This is a matter of much importance and one in which American vessel owners and importers are naturally interested.

It has been current rumor here for several weeks that certain Nova Scotia and Newfoundland vessels were planning to market their catches direct from the fishing grounds at American ports. This, certain ones have contended, would be a direct violation of the navigation laws, inasmuch as no foreign craft has the right to enter an American port without clearance papers. Deputy McKenzie even goes further in his opinion in which he says that a vessel assuming to be a freighter, for the purpose of avoiding the navigation laws, to market her fish, would be refused entry. In other words, a foreign fisherman cannot enter our markets, by simply securing clearance papers. She must show to the satisfaction of the custom authorities that she is a freighter, beyond all reasonable doubt.

The first specific instance of the sort is that of the British schooner Harry A. Nickerson. Her fish were caught on the banks, and the vessel cleared at Bonne Bay. On the way to this port, the captain set his gear, simply to clear his hooks, as he has informed the local office. The amount of fish taken was only 50 pounds, so small that she was allowed to enter. Setting gear to catch more fish, after the craft had once cleared, would be sufficient to destroy her clearance rights.

HEAR \$30,000 FOR POTOMAC JOB

Capt. Carter and crew who assisted in rescuing the naval tug Potomac will get \$30,000; according to the St. John's, N. F., Daily News. Engineer Tulk, one of the crew will get \$1000 as his part it is said.

The Newfoundland Fisheries.

At Hermitage the shore cod fishery is poor, but banking vessels are doing well. Fish is said to be plenty in the Gulf, and bait abundant at Connaigre Bay, and parts of Fortune Bay.

From Eagle Point to Mall Bay, on the South Coast, up to the 9th ult., the total cod catch amounted to 1,910 quintals. Codfishery prospects were poor; herring plentiful; lobsters extremely scarce.

During the month of April there were 21,437 quintals dry codfish exported, valued at \$165,411; and 4,611 quintals pickled codfish, valued at \$22,112. Making a total for the month of 26,048 quintals, valued at \$187,523.

The sch. Flora S. Nickerson, Capt. Fudge, of Belleoram, formerly owned here, was at Woods Island a week ago yesterday. She had been fishing in the Gulf, where she secured about 500 qtls. codfish, having previously landed 800 quintals, from her South Coast banking trip. Herring being scarce in the outer arms of this Bay, the Nickerson sailed for Bonne Bay in quest of bait.

Putting On a Hoister.

Sch. Arethusia, Capt. Clayton Morrissey, is having a donkey hoister installed.

Putting Cargo in Freezer.

The British sch. Frances Willard is taking out her pickled herring cargo at the cold storage wharf. The Willard is the last of the fleet that was caught in the ice at Bay of Islands to get clear. She was under charter to Capt. Thomas M. Nicholson of Bucksport, and after discharging her cargo of frozen herring at Bay of Islands took on a pickled fare for the Gorton-Pew Fisheries Company of this port.

Portland Fishing News.

Maritime Fish Corporation arrivals this week: Cora Gertie, 28,000 lbs. of haddock, 640 lbs. halibut; sch. Elmer, 2059 lbs. haddock, 1803 lbs. of hake, 3840 lbs. cod; sch. Grace Darling, 10,050 lbs. cod, 4800 lbs. haddock, 1000 lbs. hake; other sources, 22,674 lbs. cod, 9094 lbs. haddock, 2029 lbs. hake, 12,676 lbs. pollock, 1106 lbs. halibut.

Passed the Lewis Wreck.

Capt. Richard Tobin of the steamer Long Island, which arrived at the fish pier yesterday, reported passing the wreck of the 3-masted schooner Annie R. Lewis on Sunday evening, three miles east of Brazil Rock Buoy, off Cape Sable. The derelict was lying on its beam ends and was a dangerous obstruction.

Gone Drifting With Dorries.

Sch. Hortense, Capt. William Goodwin of the Atlantic Maritime fleet, sailed this morning for the Rips. This trip the vessel carries eight dorries which is a change from drift fishing which she has been following.

Bait and Ice Reports.

Queensport, June 6.—No herring today.

Grindstone, June 6.—Heavy storm today, reports are too stormy to fish at all. Traps damaged; Grand Entry plenty herring.

Putting on Pulpits.

Sch. Elva L. Spurling, sch. Emily Sears, sch. Rita A. Viator and sch. Actor are getting ready for sword-fishing.

Big Norway Catch Being Felt.

Says the Maritime Merchant: The very large catch of Norway codfish is having its effect on many world markets. Aside from Italy, prices in all European markets are easier than they were a month ago, and a still further decline is looked for. In the West Indies there is only a fair demand for fish. Jamaica has been getting her supplies from Newfoundland, and as we mentioned elsewhere Gloucester has been shipping quite large quantities to Porto Rico. It is too early to make predictions as to fall prices. Newfoundland and Labrador will need to be heard from before that is definitely settled.

Ashore and Floated.

A despatch from Capt. Henry W. Curtis to his wife, Sunday, dated at Port Hawkesbury, C. B., states that sch. Mary F. Curtis went ashore, but came off again. All hands were safe and Capt. Curtis said he would write particulars. It is assumed that the craft is not badly injured, if injured at all, inasmuch as no word has been received here by the Gorton-Pew Fisheries Company, part owners.

ANOTHER ARRIVAL FROM CAPE SHORE

Sch. Ralph L. Hall Has 200 Bbls. Salt and Some Fresh.

At Boston this morning is another Cape Shore arrival, sch. Ralph L. Hall, Capt. Frank Hall, the third of the season. Capt. Hall hails for 8000 large and 2000 medium fresh mackerel, besides 200 barrels of salt ones. The fresh fish sold at 15 cents each for large and 10 cents for medium.

The following dispatch to the Boston Fish Bureau last evening gave these seining fares at Newport, as being landed by the porgy boats yesterday:

Str. Moran, 150 bbls. fresh tinker mackerel.

Str. Edward, 100 bbls. fresh tinker mackerel.

Str. Quickstep, 100 bbls. fresh tinker mackerel.

Str. Rowland Mason, 80 bbls. fresh tinker mackerel.

Str. Murray, 25 bbls. fresh tinker mackerel.

Str. Annie Wilcox, 20 bbls. fresh tinker mackerel.

Good Stock For Sch. Rob Roy.

Sch. Rob Roy, Cap. Lemuel Firth, of the Gorton-Pew fleet of seiners, stocked \$3386.78 as a result of her recent Cape Shore trip. The crew shared \$75.08 to a man. Out south, the Rob Roy stocked \$3815 and the crew shared \$81.76 apiece.

Nova Scotians Salting Mackerel.

A Lunenburg, N. S., despatch of last Saturday says:

Mackerel have struck in and a large number are being landed, the American market, however, is so flat that the shippers complain that they can make nothing by sending them forward. Several are salting them as they think they can make more that way. The fish are large enough for No. 1's, but are so lean that they probably will not be rated more than 35, corned. On all probability the American market is glutted with fresh fish as they have been striking in along the shore. It is a heavy loss to the shore fishermen who have done practically nothing at lobstering and were depending on the price which the mackerel usually bring in the spring.

BODY OF TINKERS COVERS 40 MILE

**Porgy Boats Made More Big Hauls O
Newport Yesterday—Salt Cape Shore
Bring \$10 Per Barrel—No
Netters Reported.**

Large rafts of tinker mackerel, extending for nearly 40 miles, are schooling to the southward, off Newport, the porgy steamers report and another big haul was made by the fishermen yesterday.

The fish run three-fourths of a pound each and 150 pounds to the barrels. There is no price for them, however, the wholesalers paying as low as \$3.50 a barrel for them yesterday. On account of the low prices, the porgy fishermen are letting the mackerel go by and seining porgies instead when the opportunity offers, as there is more money in it for them, they claim. When there are no porgies however, they catch the tinkers. On account of the market on tinkers, some of the fishermen will probably salt them. The market on large and medium fresh mackerel is slow, the best that the fishermen could get for them yesterday being 15 cents for large and 10 cents for mediums.

Fares at Newport.

Newport reported these fares this morning:

Str. Rowland Mason, 35 barrels tinkers.

St. Alaska, 150 barrels tinkers.

Str. Murray, 75 barrels tinkers.

Str. Annie Wilcox, 100 barrels tinkers.

Str. Leander Wilcox, 120 barrels tinkers.

Str. Margaret Moran, 100 barrels tinkers.

Str. Edwards, 50 barrels tinkers.

Sch. Tecumseh, 600 fresh mackerel.

Sloop Azorian, 2100 fresh mackerel.

Salt Cape Shores \$10 Per Barrel.

The first sale of Cape Shore mackerel was made this morning, the fare of sch. Ralph L. Hall selling to the

Gorton-Pew Fisheries Company a barrel. Last year's sales of Cape Shore fish were at \$13 a barrel.

Capt. Hall has 197 barrels mackerel in addition to the trip fresh which he took out at Boston. As a result of the heavy gale Friday, June 5, the Hall lost 1000 rels of fresh mackerel off deck, two of the crew of the vessel nearly swept overboard by the seas.

The Gloucester seiner was making for Halifax harbor when the full of the gale struck her. When Sambro the heavy seas washed aboard 100 barrels of fresh mackerel and six barrels of salt. Two crew were swept off their feet managed to get a hold on the rigging and were saved.

On the way home, 25 miles shore, the vessel took a school of fish, which helped out some, although it is pretty hard to think of the big load that was swept from deck, the few nights previous.

Saw Fish to the Westward.

Capt. Archie McLeod reported sighting mackerel to the westward of the fleet on the trip home of John Hays Hammond which was from a halibuting trip a few days ago. In his opinion the crafts will catch them yet, although perhaps a little later than usual.

Landings at Halifax.

Only 4000 mackerel were landed at Halifax Monday. They were brought in by the schooner James L. and netted by small boats off the shore. The shipment, which was the first to arrive, was sold to the Nova Scotia Fisheries.

The Halifax market is somewhat bare at present, very little having arrived.

Big Cargoes Coming.

Sch. James A. Garfield is coming here from Wood's Island with 500 barrels pickled herring from the Gorton-Pew Fisheries Company. Sch. John R. Bradley cleared at Newport, N. F., a week ago Tuesday here with 309,000 pounds salt cod from the Gorton-Pew Fisheries Company.

New Schooner Towed Down.

A new schooner built by the Story in Essex, came down here and is now in Harbor Cove.

STRUCK LEDGE OFF BONNE BAY

Sch. Mary F. Curtis Came Near Staying There—All Rowed Ashore After Crash But Returned, Lightened Vessel and Floated Her.

Sch. Mary F. Curtis, Capt. Henry W. Curtis, reported in yesterday's Times as having gone ashore, struck three miles off Bonne Bay, N. F., according to a letter received by Mrs. Curtis in this city from her husband yesterday.

The date when the craft met with the mishap is not stated. Capt. Curtis says that she hit a ledge about 1 o'clock in the morning and later all hands left her and rowed ashore, giving her up as a goner.

On the shore they met some lobstermen, who gave their opinion that the craft would never come off. At daylight, Capt. Curtis and his men decided to board their vessel and give her a try. They hove the bait and ice overboard and hoisted the sails. About 7 o'clock the craft commenced to move and slid off into deep water.

Capt. Curtis writes that the craft is probably badly damaged. She is now at Port Hawkesbury, C. B., where she is repairing on the marine slip. The Curtis had 30,000 pounds salt cod aboard at the time. Capt. Curtis expects to repair the damage there so as to complete his trip.

Sch. E. C. Hussey Doing Well.

Sch. E. C. Hussey, Capt. Clifford Hopkins, stocked \$1100 as a result of her recent fresh drifting trip. The vessel is doing remarkably well and is high line of the fresh drifters to date. The previous trip she stocked \$1300.

Sailed For Bucksport.

Sch. Hiram Lowell finished discharging her cargo of herring in Boston yesterday and sailed for Bucksport her home port.